

APPENDIX 5: TRANSPORTATION SECTOR

Sector Description

The transportation sector consists of distribution systems and skilled personnel critical to supporting the security and economic well being of the Region. Mass transit systems, which include such diverse and varied assets as light rail, commuter rail, and bus, carry large numbers of passengers each day, but each city and region has a unique transit system, varying in size and design. The Region's aviation system consists of airports and the associated assets needed to support their operations, including the airlines and aircraft that they serve, and aviation command, control, communications, and information systems needed to support and maintain safe use of our airspace. The maritime shipping infrastructure includes ports and their associated assets, ships, passenger transportation systems, coastal and inland waterways, locks, dams, canals, and the network of railroads and pipelines that connect these waterborne systems to other transportation networks. Components of the trucking and busing infrastructure include highways, roads, inter-modal terminals, bridges, tunnels, trucks, buses, and maintenance facilities. Ground/surface transportation also includes delivery services and personal vehicles. Railroads carry mining, manufacturing, and agricultural products; liquid chemicals and fuels; consumer goods; intercity travelers; and passengers on trains and buses operated by local transit authorities.

Results of Infrastructure Interruptions

The destruction of a major roadway, highway, rail line, port, or airport could cease or severely limit the flow of goods and services in and out of the region, resulting in potentially catastrophic losses to the economy, and health and welfare depending on the type of services inhibited. Failures in other infrastructure sectors have particularly significant impacts on the transportation sector. For example, a region-wide loss of power to traffic control systems may lead to accidents involving both vehicles and pedestrians and congestion that could interfere with emergency response and recovery efforts. The regional highway and road system would also become chaotic if the county and its municipalities lose the ability to monitor traffic flow, equipment status, and closed-circuit cameras that regulate the steady flow of goods and people.

Loss of public transportation services (e.g., bus, taxi) would affect the ability of hundreds of thousands of system users to get to work, shop, school, and medical appointments. Disruption of rail service would cause significant transportation system capacity problems and could interrupt the supply of vital resources necessary to the health and safety of the Region's citizens.

Major disruptions of functions at ports of entry (airports, sea ports) would quickly cut the Region off from supplies, food, people, and commerce. These interruptions could have debilitating impacts on the economic health of the region, as well as human health and safety in the event of an emergency.

Overall, major disruptions to transportation infrastructure can virtually paralyze the Region.

Region 6 Service Providers Active in CIP

- Bellevue Department of Transportation
- Boeing
- King County Department of Transportation
- King County International Airport/Boeing Field
- Port of Seattle (Airport/Seaport)
- Seattle Department of Transportation
- Sound Transit
- Washington Department of Transportation
- U.S. Department of Homeland Security/Customs and Border Protection

Current Information Sharing Mechanisms

- Highway Information Sharing and Analysis Center, (<https://www.highwayisac.org>)
- Surface Transportation Information Sharing and Analysis Center (<http://www.surfacetransportationisac.org>)
- Pacific Northwest Economic Region (PNWER), (<http://www.pnwer.org>)
- NWWARN, (<https://www.nwwarn.gov>)

Common Vulnerability Assessment Tools

- Coast Guard, Released circulars that recommend security guidelines for waterfront facilities, port security committees, and port security plans. Developed by the US Coast Guard.
- Port Security Risk Assessment Tool (PSRAT), developed by the US Coast Guard with assistance from ABSG Consulting (2003).
- Highway VA, *A Guide to Highway Vulnerability Assessment for Critical Asset Identification and Protection*, developed by Science Applications International Corporation (SAIC) for the American Association of State Highway and Transportation Officials (AASHTO) in cooperation with the Federal Highway Administration (2002).
- FAA SRMP, Developed by the Federal Aviation Administration (FAA), (2000).
- Surface Transportation Vulnerability Assessment, developed by the US Department of Transportation (2001).
- Transportation and Risk Assessment and Vulnerability Evaluation (TRAVEL), Transportation Security Administration (TSA)/DHS.
- Transportation Security Administration Risk Methodology (TSARM)
- CARVER + Shock VAM, The CARVER + Shock methodology. CARVER was originally developed by the US Special Forces.
- HLS-CAM, HLS-CAM Criticality developed by the West Virginia National Guard based on the DTRA JSIVA model modified to the civilian sector along with the Florida Domestic Security Work Group Comprehensive Vulnerability Assessment.
- IAPVA, IAP VA methodology developed by the Joint Program Office – Special Technology Countermeasures.
- State Vulnerability Assessment Methodology, The State Vulnerability Assessment (VA) Methodology developed by Argonne National Laboratory for the Department of Homeland Security (DHS) (2003).

- SVA-Pro, developed by Dyadem International Ltd. (2003).
- Terrorism VSAT, Developed by the North Carolina Department of Agriculture and Consumer Services for the North Carolina agri-business community.
- Transportation Guidelines for the Chemical Industry, produced by the American Chemistry Council (2001).
- VAF, prepared under contract for the Critical Infrastructure Assurance Office by KPMG Peat Marwick LLP (1998).
- VS & Site Assistance Visit Methodologies, developed by Argonne National Laboratory for DOE Office of Energy Assurance (OEA) and transferred to DHS.

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